

Monthly Update

Aviation Division

October 2002

CFI Refresher Clinic

The Certified Flight Instructor Refresher Clinic sponsored by WSDOT Aviation and presented by the Hoffman Pilot Center, Inc. was held in Spokane on September 14 and 15. Thirty-nine instructors attended the two-day clinic offered free to Washington State registered pilots who are flight instructors. The clinic covered topics such as: Collision Avoidance; Human Factors; Instructor Responsibilities and Safety; Fundamentals of Instruction; Transition Training and more.

The next CFI Refresher Clinic will be held on November 16 and 17 at the Hawthorne Inn and Suites, 16710 Smokey Point Blvd. near the Arlington Airport. Through the use of dynamic interactive Internet presentations and computer graphics, instructors Bob Clarke and Harry LaForge will provide tools to help pilots renew flight instructor certificates, fly more safely, and update flying techniques

You can register for the November CFI Clinic by calling the WSDOT Aviation offices: (360) 651-6300 or 1(800) 552-0666 (in Washington only) or you can go to the WSDOT Aviation web site and [register on line](#).

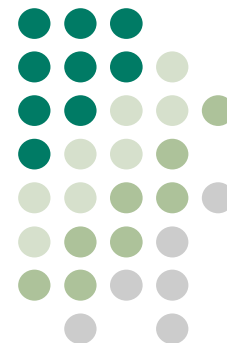
Task Force Meets to Discuss Airport Security

The General Aviation Security Task Force held its first meeting on October 1 at WSDOT Aviation's offices. The Task Force was formed to develop best management practices and common sense guidelines for increasing security at general aviation airports throughout Washington. Members of the Task Force include: Terry Simmonds (WSDOT), Tom Green (Chair), Tom Busker (FAA), Al Banholzer (WPA), Barbara Tolbert (EAA), John Sibold and Stan Allison (WSDOT Aviation) and Susan Underwood (TSA).

"We are pleased that TSA is interested in participating in the development of best management practices for general aviation security in Washington State," said John Sibold, WSDOT Aviation director. "This may be an opportunity to build a partnership for input on future regulations."



Focus of the meeting was to discuss general aviation security guidelines and educational tools to deliver the programs to airport sponsors and pilots. The committee was given examples of different approaches to airport security guidelines to help determine what would best accommodate airports in Washington.



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Aviation Advisory Committee Reviews Aviation Business Plan

The Airport Advisory Committee met on September 12 at Paine Field to discuss the formalization of the committee, operating guidelines, and future topics for discussion. The purpose of the Aviation Advisory Committee is to provide input to the Director of Aviation on important issues facing aviation in Washington.

The Committee reviewed the WSDOT Aviation Business Plan for FY 2001-2003 and was informed about the increased demand for services, including assisting smaller airports in capital planning, with less money available.

WSDOT Aviation Director John Sibold explained that the biggest challenge is how to obtain new sources of funding. Aircraft fuel sales, a major revenue source, are down since 9/11, resulting in decreased fuel tax (\$.075/gal to \$.070/gal). Declining fuel tax revenues result in fewer dollars available for airport aid.



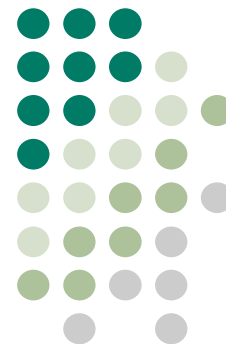
Members of the Committee are enthusiastic about working to form a strong legislative program to address future funding needs.

In addition the Committee suggested future areas of discussion. These were:

- How to strengthened coordination between the State and FAA in a variety of areas, and specifically regarding land use issues around airports.
- Although WSDOT should be an advocate for aviation, it is also a regulator. Therefore, it needs to keep in mind the broad base of constituent needs.
- It is important that WSDOT understand and support the needs of small airports.

It was also recommended that WSDOT work with its partners to develop programs educating state and local lawmakers on the value of aviation to the state economy.

The next meeting of the Aviation Advisory Committee will be scheduled in December and will focus on legislative priorities for a revised fee structure review of the recommendations of the Airport Aid Task Force.



UPCOMING EVENTS

OCTOBER Practice SAR Mission

October 12-13

Arlington

(800) 552-0666

Fall Festival @ The Museum

October 20

Pearson Air Museum

(360) 694-7026

Final Flight Festival

October 26-27

Olympic Flight Museum

(360) 705-3925

NOVEMBER CFI Refresher Clinic

November 16-17

Hawthorne Inn & Suites

Arlington

(800) 552-0666

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Ways to Increase Pilot and Aircraft Registration Sought

One of the goals of WSDOT Aviation is to increase pilot and aircraft registration by 20 percent to help generate revenues and increase pilot participation in safety and other clinics. On-line pilot and aircraft registration continues to be a priority project as one way to encourage pilots to register annually. WSDOT Aviation is teaming up with WSDOT Ferries, who currently have on-line ticketing, to provide on-line registration for our customers as well as other services such as email alerts, on-line Pilots Guide, runway service reporting, weather information, renewal notices and updates. Currently the schedule is to have on-line pilot and aircraft registration available in January 2003.



We have also created two postcards to increase awareness of both pilot and aircraft registration. Currently the postcards are at the printers and will be mailed in early October. The postcards will go out to all pilots and aircraft owners in Washington State reminding them to register and explaining the benefits of registration.

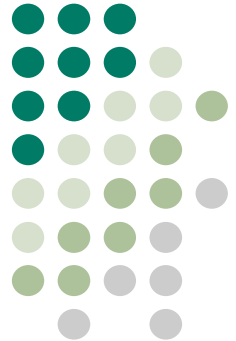
Land Use Planning

WSDOT Aviation Division's major role is to protect public use airports in Washington for future generations. WSDOT Aviation Division has been working with city and county governments, planners and airports to implement the State's new land use regulations. In 1996, the State passed legislation that requires the protection of general aviation airports from incompatible uses. The law requires every county, city or town to adopt comprehensive plan policies and development regulations that discourage the siting of incompatible uses adjacent to public use airports. This provision applies to every jurisdiction operating under chapter 35.63, 35A.63, 36.70 or 36.70A RCW, or under a charter.

Airports are also recognized under the Growth Management Act as essential public facilities. Essential public facilities are facilities that are typically difficult to site, such as airports.

The role of the WSDOT Aviation Division, through its Airport Land Use Compatibility Program, is to provide the best available information and research to decision makers, and to advocate for the preservation of Washington State's public use airports. The goal of the Airport Land Use Compatibility Program is to encourage a balance between infrastructure preservation and quality of life.

Based upon the best technical information available, incompatible uses can affect a community and/or aviation interests even if they are considerable



2002
New Registrations:
Pilots: 329
Aircraft: 11
2002 Year To Date
Pilots: 5931
Aircraft: 3948
2001 Year to Date:
Pilots: 5910
Aircraft: 4088

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Land Use Planning (con't)

distance from an airport. Incompatible uses may include areas of public assembly, structure height, landscaping, population density, residential density, hazardous chemicals, explosives, flammable materials, bird attractants, smoke and dust, glare, and electronic signals. The extent of incompatibility can be based on the airport's location, size, type, number of runways, critical flight path, nearby topography and other similar attributes. For example, residential development patterns/density may be considered incompatible up to 5,000 feet from the end of a 4,000-foot runway.

Additional information on aviation planning can be found in the WSDOT Aviation Division "Airports and Compatible Land Use, Volume 1" guidebook located on our website.

Many jurisdictions are currently studying the issues, holding meetings and/or proposing comprehensive plan policy and regulation amendments to enhance community and economic development interests.

All counties, cities, or town in Washington State are required to review and update if necessary their comprehensive plans and development regulations to ensure compliance with new and amended provisions of land use legislation. The timeline extension was extended in the 2002 legislative session from five to seven year intervals, and incorporates a time schedule for compliance.

The first updates are required to be completed by the following dates:

December 1, 2004 – Clallam, Clark, Jefferson, King, Kitsap, Pierce, Snohomish, Thurston, and Whatcom counties.

December 1, 2005 – Cowlitz, Island, Lewis, Manson, San Juan, Skagit and Skamania counties

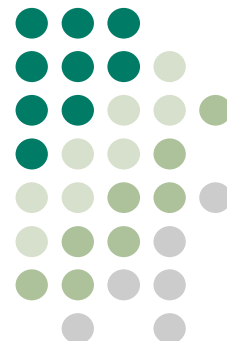
December 1, 2006 – Benton, Chelan, Douglas, Grant, Kittitas, Spokane, and Yakima counties

December 1, 2007 – Adams, Asotin, Columbia, Ferry, Franklin, Garfield, Grays Harbor, Klickitat, Lincoln, Okanogan, Pacific, Pend Oreille, Stevens, Wahkiakum, Walla Walla, and Whitman counties.

Jurisdictions may complete the review prior to the above dates.

WSDOT Aviation encourages the public, community organizations, agencies, airport sponsors and pilots to share their concerns and to become involved in protecting public use airports from incompatible uses.

To become involved in your community's aviation compatibility planning efforts contact your local planning office, airport sponsor or the WSDOT Aviation Division at 360-651-6306. Information is also available at www.wsdot.wa.gov/aviation/.



Can You Name This State Airport?

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Land Use Planning (con't)

The following are some of the communities currently involved in comprehensive plan and/or development implementation.

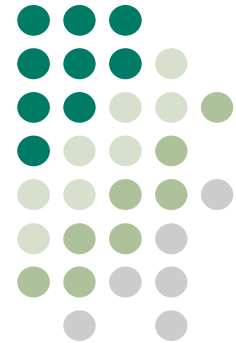
- Pierce County;
Gig Harbor Community Plan- Tacoma Narrows Airport
South Hill Community Plan – Thun Field
- City of Chelan;
Comprehensive Plan - Chelan Municipal Airport
- City of Marysville;
Smokey Point Sub Area Plan - Arlington Airport
- City of Auburn;
Comprehensive Plan - Auburn Municipal
- Klickitat County/City of the Dalles
Airport Master Plan – The Dalles-Columbia Gorge
Regional Airport
- The City of Yakima is currently in mediation with the GMA
Hearings Board to resolve several issues on the comprehensive plan
amendment that occurred in 2001 and proposed development
regulations adopted in August of 2002.

Airport Aid Grant Program Task Force

The Airport Aid Task Force held its fourth meeting in Ellensburg on September 18th, 2002 and finalized a draft set of recommendations on eligibility criteria, prioritization methodologies and threshold selection criteria. The Task Force issued its draft report for a two-week review and public comment period and disseminated it to a wide range of aviation industry groups including our Friends of Aviation e-mail tree. Several Task Force members plan on attending the upcoming Community Airports Association conference in Wenatchee on October 5th, where discussion of changes to the Airport Aid Grant Program has been scheduled as an agenda session.

The FAA's AIR 21 Non-Primary Entitlement Program

GREAT NEWS! Congress has agreed to adopt the new NPIAS for 2003 to 2008. This means there will be **more than double** the amount of funds available to small airports for pavement maintenance, security fencing, drainage improvements, and other non-primary entitlement eligible projects. We strongly encourage all NPIAS airports that are eligible to look at using their non-primary entitlement monies to help fund improvements at their airports. If we can utilize those funds to the greatest extent possible we will be able to leverage them and make our state grant dollars go much, much farther. We are currently trying to budget and schedule these projects within the airport aid program



Arlington Airport History Board

On Friday, September 27, the Arlington Airport staff, and friends dedicated the Airport's new "History Board". The sign displays the history of the Arlington Airport. Arlington Airport Manager Rob Putnam, Arlington Mayor Kraski, and NWEAA President Barbara Tolbert participated in the ribbon cutting ceremony.



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so that we can continue to help sponsors by funding half (i.e., 5%) of their required local match for these FAA grants. Please contact Stan Allison at 360-651-6304 if you have any questions about this valuable grant program.

Airport Aid News

The Tar Pot LIVES!

Last seen leaving Electric City on its way to Okanogan Legion! Kearn Overman was able to finish crack sealing his runway and apron under 100 degree temperatures before John Townsley scooped it out from under his nose. Airport sponsors continue to make great use of this piece of equipment and the Division will continue to let airport sponsors move it around the state.

Thinking of Painting the Name of Your Airport on Your Runway or Taxiway?

Think twice. Apparently the FAA frowns on this practice at NPIAS airports, a fact we discovered while working with the 99's on Bowers Field. They would prefer their runways and taxiways only contain standard FAA markings. Solution? Move it onto the apron! If you would like or need help with this type of project contact the 99's or Stan Allison and we can get you set up with the equipment and the lettering templates.

Sullivan Lake

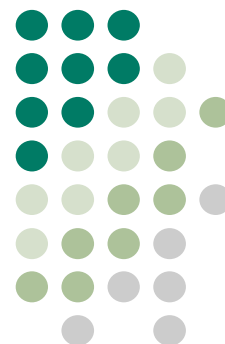
The Division is working closely with the U.S. Forest Service and volunteer pilots from the Cessna 180/185 Club led by Gene Cada to replace the picnic tables and fire rings at this popular state airport. We are also coordinating with WSDOT maintenance crews out of Colville to extend the fences on either side of the runway. Fortunately, there are still folks with the WSDOT who remember building the original fences so we should be able to get the new sections to match the existing sections.

Stehekin

As many of you who have flown into Stehekin lately know, we have a number of trees that have grown up and are obstructing the approach to Runway 31. We are working with the National Park Service to verify whether or not those trees are within our leased area (and thereby able to be removed without approval), or whether they are located within the Lake Chelan National Recreation Area and need Park Service approval to remove. Fortunately, we have WSDOT survey crews we can call on to tell us! We are also working with the Park Service to get the north end of the runway seeded for next year.

Lake Wenatchee

Several months ago the Division received a request from the Northwest Snow Cross Association to hold snowmobile races on the Lake Wenatchee State Airport this winter. It is a tremendously popular event and one that has been conducted with great success at other venues such as Stevens Pass Ski Area.



Press Coverage – Mountain Flying Clinic

The press release for Mountain Flying Clinic generated interested from Tom Cashman @ KPQ radio in Wenatchee that led to a taped, telephone interview with Cashman and John Sibold. Parts of the interview were aired on Friday before the clinic and during the day on Saturday. During the interview, Sibold discussed the importance of airports to the communities they serve especially in rural areas, and talked about why WSDOT sponsored programs such as the Mountain Flying Clinic are important to pilots. Sibold also reviewed the history, role and growth of general aviation in Washington as well as the advantages of being a registered pilot in Washington.

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We met with the Association's representative and discussed our concerns (i.e., insurance coverage, ability to land planes in an emergency, and other operational safety guidelines). The NWSCA is very amenable to our requests for safety and wants to create a win/win situation for everyone.

Little Goose Lock and Dam

As many of you may know, there are three airports along the lower Snake River that the WSDOT Aviation Division operates through a use permit with the U.S. Army Corps of Engineers. These airports were originally constructed as part of the dam projects and are extremely rough runways because they were constructed with the rock tailings from the dams. For decades we have operated these airports at no charge. Unfortunately, federal policy is now requiring the U.S. Army Corps to recover its administrative costs and is now planning on charging us \$1200 to review each application for lease renewal and another \$900 a year as a lease fee, for each airport! You can imagine what this does to our state airport budget and we are planning on meeting with the USACOE to discuss the possibility of having this fee waived.

Sand Canyon Airport, Chewelah, WA

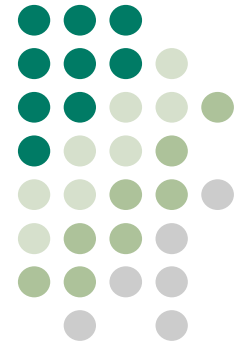
WSDOT Aviation delivered a new radio controller to the airport to replace the one that has been giving them problems. While delivering the equipment, we also discussed the most appropriate location to site their new PAPI system for Runway 17. Due to the limited distance between their runway and taxiway on the east side, the new PAPIs are going to have to be sited on the right side of the runway and aimed accordingly. While this is an allowable condition under FAA guidelines, we hope it is not too much of an inconvenience for pilots flying in on final.

Construction Inspections

Final inspections were conducted at Lone (runway overlay), Tonasket (apron overlay), and Chelan (new taxiway construction). For the most part all jobs were performed satisfactorily and final payments have been authorized to each sponsor. WSDOT engineers discovered some issues with the placement of the asphalt at Lone, but we were able to get the contractors to agree to fog seal and repaint the markings at their cost.

Air Search and Rescue

During the past few months there has been an increasing number of Air Search and Rescue calls because pilots are forgetting to close flight plans, or are not monitoring the ELT frequency (121.5) as requested by the FAA in last year's TFR NOTAMs. If you fly, it is essential to monitor 121.5 if you have the extra radio available, or If you can't spare a radio for monitoring, then at least tune in the frequency periodically. If you hear an ELT signal while flying, please radio your location and altitude to the



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Air Search and Rescue (con't)

nearest FAA facility (they know what to do with the info).

The other problem is not closing flight plans. If the flight was to terminate at a public airport during business hours it doesn't take long for the FAA to call the FBO and have them do a ramp check. However, these events happen more often during night or weekend flights to small, secluded fields that don't have a person available to answer the phone after-hours.

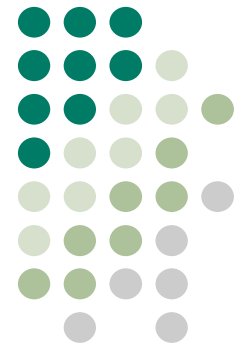
This first step in finding a pilot who hasn't closed their flight plan is to conduct an INREQ (information request). This involves calling the destination, departure point, and your home and takes less than two hours. The next step up is the ALNOT (alert notification). This takes substantially longer because they have to query every facility within your fuel range. For a Cessna 172, that could be a radius of 650 miles. That radius includes eight western states, three Canadian Provinces, and part of Alaska.

This is the point where Air Search and Rescue becomes involved. Gathering as much information about the pilot and plane as possible, and then asking crews to standby starts a pre-flight of the SAR system.

So please remember that when you tell the controller that you are terminating flight following, or terminating radar services, this does NOT mean you have closed your flight plan. This may be due to a lack of proper flight training, or lack of understanding, but your flight plan is not closed until you say the right words to the right person.

Quarterly Newsletter

Watch for the Aviation Division News quarterly newsletter (formerly Flight Plan) currently at the printers and expected to be mailed in early October. We are trying a new look for the publication and would love to hear from you about additional items you would like to see included in the next issue. The web version of the newsletter has been posted on the web site.



WSDOT Aviation Division Team

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